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Supply

**COMBAT ORIENTED SUPPLY
ORGANIZATION (COSO) PROCEDURES**

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This instruction is implemented by AFPD 23-2, *Supplies and Materiel Management*. It prescribes the authorization, organization, and implementation of the Combat Oriented Supply Organization (COSO). COSO supplements PACAFI 21-101 and promotes a more efficient operation in both peace and war. It incorporates a decentralized concept of (base level) supply operations. COSO incorporates, in peacetime, the same basic parts ordering and delivery system and repair cycle management program that is vital in wartime. It prescribes the use of the Core Automated Maintenance System (CAMS).

SUMMARY OF REVISIONS

This revision incorporates IC 2001-1 ([Attachment 4](#)) which updates procedures to the aircraft deferred discrepancy program; IC 2000-01 ([Attachment 2](#)) which defines the series of post-post serial numbers for flying squadron support section to use. Additionally, IC 2000-01 provides clarification on delivery functions when a base implements the supply/transportation reengineering effort. This also incorporates IC 2000-02 ([Attachment 3](#)) which eliminates redundancy of planning, scheduling and documentation element processes located in other maintenance directives. Additionally, this interim change deletes paragraphs [6.2.2.](#), [6.2.3.](#), [6.2.4.](#) and the first sentence of paragraph [6.2.5.](#) from current instruction. References for these paragraphs are located in other applicable maintenance governing directives. A bar (|) indicates revisions from the previous edition.

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Chapter 1

INTRODUCTION

1.1. Purpose. The Combat Oriented Supply Organization (COSO) is a decentralized supply concept for aircraft mission support. COSO procedures promote expeditious parts processing in a decentralized supply organization which operates the same in peace as we operate in war.

1.2. Scope. COSO decentralizes specific direct mission support functions within supply and maintenance. Primary Operating Stocks (POS), Readiness Spares Packages (RSP), and aircraft spare parts are located adjacent to the flightline and repair activities. Items Awaiting Parts (AWP) are stored in the responsible repair shops. Direct accessibility to aircraft parts is provided to maintenance technicians.

1.3. COSO Organization. COSO decentralizes the materiel control functions, repair cycle monitor (RCM), and maintenance supply liaison (MSL), and specific base supply functions; such as: repair cycle support, demand processing, storage and issue, and MRSP/IRSP. Manpower resources to support COSO are sourced primarily from these functions.

1.4. Applicability. This instruction is applicable to all PACAF aircraft maintenance and supply organizations except those at Hickam AFB and Andersen AFB. Unless otherwise specified in an OPLAN/EXPLAN, these procedures apply to PACAF as well as non-PACAF units deploying to locations within PACAF Theater of Operations. Normal Standard Base Supply System (SBSS) support will be provided to all other organizations not identified as COSO participants. Office of Primary Responsibility (OPR) for this instruction is HQ PACAF/LGSP. Requests for waivers/deviations to procedures outlined in this instruction will be submitted to HQ PACAF/LGSP for approval. An information copy will be sent to HQ PACAF/LGMMR. Approved waivers require recertification annually.

1.5. Relationship to Other Publications. This instruction provides organization delineation and supplemental procedures for a decentralized supply operation and complements the procedures contained in PACAFI 21-101 and Air Force policy contained in AFMAN 23-110. Each unit is responsible for the development of necessary supplements to this instruction to cover local operations. Units will not change the basic COSO intent or policy without an approved waiver.

1.6. Basic Objectives/Key Concepts. The basic objectives and key concepts of COSO are:

1.6.1. Decentralize the Chief of Supply (COS) demand processing function into each maintenance/operations flight (MF/OF) and other maintenance sections to provide the management tools and expertise to quickly determine visibility over base stocks and thereby provide for enhanced asset management and a more effective maintenance operation.

1.6.2. Decentralize select functions of supply and maintenance and tailor the functions to a combat environment.

1.6.3. Place aircraft readiness spares (POS/MRSP/IRSP) as close to the flightline as possible. This creates an "over-the-counter" distribution technique for the parts stocked in the maintenance/operations flight/section environment, with the maintenance technician acquiring and transporting the part. This structure significantly reduces the time between request and issue of parts.

1.6.4. Store POS/MRSP/IRSP in the Aircraft Parts Store (APS) and Flight Service Center (FSC). MRSP will be configured in a deployable mode if mobility tasked.

1.6.5. Provide the Flying Squadron Support Section (FSSS), Maintenance Flights (MF), and other key maintenance organizations with direct processing capability to the supply computer system. Streamline supply and maintenance inter-face, and provide the supported flights/sections visibility over base stocks. NOTE: All maintenance workcenters have access to the SBSS through the Core Automated Maintenance System (CAMS) and must requisition parts via CAMS.

1.6.6. Standardize support functions for both peacetime and wartime operations and promote realistic operational training and unit readiness. Sufficient shift manning must be provided to ensure adequate supply coverage whenever maintenance is in progress.

1.6.7. Simplify the repair process by reducing or eliminating repair and return transactions. This will enable repair shop supervisors to more systematically schedule and operate their shops and ensure documentation essential to the creation of accurate consumption records.

1.6.8. Decentralize AWP storage to responsible repair shops to provide maintenance with visibility of assets and simplify cross-cannibalization of in-shop assets.

1.7. Forward Stockage Procedures. To achieve COSO objectives, units will store aircraft spares in the APS, FSC or at option of COS any area that will best satisfy mission requirements and provide optimal customer support. The objective is to push all applicable items to forward locations within the maintenance complex.

1.7.1. **XD/XF Assets:** The goal is to place 100 percent of all applicable XD/XF on/off-aircraft spares, Line Replacement Units (LRUs), Shop Replacement Units (SRUs), Test Station Replacement Units (TRUs), etc., within the APS/FSC.

1.7.1.1. A conscious decision is required to justify every applicable line item that is not moved forward. If space constraints are documented as reason for non-movements, elements should have an established program to obtain additional warehouse space/bins; this includes classified and pilferable storage.

1.7.1.2. The ACC214, Issue/Stockage Effectiveness Report, or equivalent local program, will be used to measure effectiveness and identify those COSO organization issues coming from other than their owning APS/FSC. The listing will be reviewed and relocation actions taken. If property is not moved forward an application code "NO" must be loaded to the item record. Local codes may also be used to identify reason why (i.e., N1/classified or N2/size). This will prevent a "Z" card from being produced the next time the item is issued. The APS and FSC will retain this monthly listing for a minimum of 90 days. In addition, bases must process a local computer program at least annually to review past decisions on why assets were not moved forward and to determine if assets could be relocated based upon improvements in forward storage capacity.

1.7.2. **XB3 Assets.** The COS will determine whether XB3 items will be located in the APS, FSC or main warehouse.

1.8. Bench Stock Procedures. The development, maintenance, and support of established bench stocks are the keys to providing uninterrupted consumable support to maintenance workcenters. Organizations may request items be added to their bench stock at any time, by any method desired by the organization (telephone, letter, annotated listing, etc.). Items may be added or retained on bench stock based on user's

experience/desires regardless of consumption patterns. In addition, quantities in excess of authorizations may be retained on bench stock regardless of the amount of excess. Units are encouraged to maintain comparable bench stocks in each MF for like weapon systems. Local procedures will be established for the workcenters to identify bench stock problem items to base supply for action. Workcenter bench stock bin labels will have color standards to aid in user visibility and identification of assets. Maintenance workcenters will fill their own bench stock requirements through CAMS.

1.8.1. Routine bench stock requests are processed weekly using CAMS/SBSS Interface screen #120 identifying up to 11 bins per transaction.

1.8.2. Emergency bench stock requests are processed as required using CAMS/SBSS Interface screen #120 identifying an emergency request and only one bin per transaction.

1.9. Resources/General Requirements. COSO will be supported through the effective use and distribution of resources.

1.9.1. **Vehicles:** Each base's Vehicle Authorization Utilization Board will approve changes to vehicle requirements.

1.9.2. **Remote Devices:** Remote devices will be located within the COSO workcenters. All remote device operators will be trained in their operation IAW applicable directives. Local conditions will dictate device location, the need for relocating existing input devices or submitting requirements for additional terminals. Workcenters will assign an equipment custodian IAW AFI 33-103, Requirements Development and Processing. Requests for additional remote devices will be submitted on an AF Form 3215, Computer Systems Requirements Document, to the local information processing center. NOTE: For SBSS terminals, Page 1 should be SBSS, Page 2 configured for CAMS.

1.9.3. **Terminal Security for Sections Outside the COS Complex.** The COS in coordination with the OG/LG will authorize specific transactions to be input over workcenter terminals. The COS will ensure suspected terminal security violations are reviewed daily (D20, Part Eight - Terminal Security). The D20, Part Eight, reflects inputs that were attempted by individuals not authorized to input applicable Transaction Identification Codes (TRICs). Violations will be identified to the appropriate squadron commander and necessary training conducted to prevent recurrence. Unit commanders who have terminals external to the COS are charged with the responsibility to ensure only authorized inputs are made and that physical security is provided.

1.10. Management Responsibility/Involvement. Commanders at all levels are charged with maintaining good supply discipline and accountability as outlined in AFI 23-111, Management of Government Property. Involvement of both maintenance and supply senior leaders is an absolute necessity to ensure the COSO concept is implemented and all participants are provided adequate training and resources. Commanders should also seek measurable ways to improve the effectiveness and responsiveness of the COSO system. For example, elements should establish "metrics" for such areas as issue effectiveness; number of items forward stocked versus stocked in the main warehouse, and bench stock "fill" percentages.

1.10.1. Objectives for metrics mentioned above and other command interest areas are listed below:

1.10.1.1. Aircraft repair cycle (XD/XF) line items forward stocked - 100%.

1.10.1.2. Parts pickup time for APS and FSC - 15 minutes maximum.

1.10.1.3. Reparable processing time from flightline to FSSS - 2 hours.

1.10.1.4. Reparable processing time from FSSS to repair shop/FSC - MICAP and Two Level Maintenance (2LM) requirements will be moved immediately and all others within 2 hours.

1.10.1.5. Turn-in or have ready for pickup from repair shops to FSC upon status determination - 1 hour for serviceable assets and all others within 2 hours.

1.10.1.6. FSC processing time - 1 hour for serviceable assets, 1 duty day for reparable.

1.10.1.7. Movement of serviceable assets to stock - 2 hours.

1.10.1.8. Bench stock fill rate - 95% or greater.

1.10.1.9. Parts delivery time from other than the APS/FSC - 30 minutes (based on delivery priority).

1.10.2. Senior management review of key measures of merit and associated resource posture is encouraged to be conducted at locally determined forums.

1.11. Computer Products. Timeliness and proper distribution of computer products to all appropriate COSO workcenters is essential to mission success. All mandatory reports should be available for customer use by 0700 hours.

1.11.1. The D23, Repair Cycle Asset Management List, or the ACC200, DIFM Record Readout, provides a tool to monitor the stock position and flow of XD/XF assets through the repair cycle.

1.11.2. The ACC214 Report provides the capability to review the effectiveness of COSO forward stockage policy and to identify possible candidates for forward stockage. It may also be used to identify items for bench stock addition.

1.11.3. The Mission Capable (MICAP) Asset Sourcing System (MASS) DGWE40 Report provides a current list of all MICAP requirements with status.

1.11.4. The Document Validation Report (DVR) is a CAMS/SBSS interface report that provides the ability to reconcile due-outs recorded in the SBSS with all supply data records in CAMS. In addition, this program can produce a complete listing of the supply data records currently in CAMS.

1.11.5. The ACC203, Repair Cycle Efficiency Report, provides command and base personnel with repair time estimates for Material Support Division (MSD) DIFM items (budget code 8).

1.12. Post-Post Processing. All post-post transactions will be processed at a location designated by the Post-Post Control Team (PPCT) Chief. Maintenance/operations workcenters that have a demand processing function (e.g., FSSS, ISS, AGE, propulsion, etc.) will designate a PPCT member (primary/alternate). The COS will supplement this instruction and AFMAN 23-110, Volume 2, Part 2, Chapter 32, to provide detailed post-post operating procedures for all supported activities. The COS will supplement this instruction to AFMAN 23-110, Volume 2, Part 2, Chapter 32, and AFMAN 23-110, Volume 2, Part 11.

1.13. Deployment/Employment Supply Operations. The COS and OG/LG will ensure deployment/employment guidance and personnel assignments are current to support deploying units as directed by operational plans and orders.

1.13.1. The COS will ensure that any time a MRSP/MSK is deployed, at least one individual from Supply is manifested on the first aircraft containing those assets.

1.13.2. When supporting an aviation unit deployment, APS and MSL personnel should be collocated to allow personnel cross-utilization. The senior APS individual will work directly for the deployment commander as the deployed COS. FSSS personnel may be physically located with the APS operation; however, they will remain assigned to their deployed maintenance units.

1.13.3. If subject to deployment, the COS will plan for and ensure deployed supply support is established.

1.13.4. Personnel assigned to the APS, MSL and FSSS will receive training in Combat Supply Activity (CSA) procedures and operations of the Contingency Processing System (CPS). Maintenance personnel should be trained on basic concepts and operations. Other supply personnel subject to deployment and identified to deploy for direct support of WRM/MSK should also receive this training.

1.14. Delivery/DIFM Locations. DIFM locations will be established for each workcenter to ensure an easily identifiable location code and to avoid multiple DIFM locations for a single workcenter. Recommend the first position of the DIFM location code identify the squadron.

1.15. SBSS/CAMS Interface Changes. The CAMS/SBSS interface has enhanced the maintenance capability to process SBSS transactions via CAMS terminals, (using the maintenance/supply interface menu). All COSO personnel will use this procedure. Training, if needed, should be provided to ensure rejects and problems are kept to a minimum. Mainframe support will still be provided by base Comm and it's a combined responsibility by base level CAMS/SBSS database managers to identify their interface problems to them.

1.16. Support Center Pacific Supply (SCPS). Maintenance/supply personnel will jointly develop candidates for referral for repair at SCPS IAW AFMAN 23-110, Volume 2, Part 2, Chapter 21, PACAF Supplement 2. These candidates should be reviewed at the IREP meeting.

1.17. Intermediate Repair Enhancement Program (IREP). Reference PACAFI 21-101, paragraph 23.48. for procedures.

1.18. Two-Level Maintenance Items : All repairs on 2LM items must be accomplished without ordering parts. Reference PACAFI 21-101, paragraph 1.17, for details.

1.19. Supply Asset Tracking System (SATS). References to copies of 1348-1A and Document Control may not be applicable for those bases that have implemented SATS. This is a result of smart card technology eliminating paper copies (1348-1A documents).

1.20. WINMASS. Until Supply Systems Group (SSG) develops WINMASS to work with the 32-bit version of INFOCONNECT, all bases must use the 16-bit version.

Chapter 2

FLYING SQUADRON SUPPORT SECTION (FSSS)

2.1. General. Under COSO, the FSSS assumes additional supply responsibilities. These responsibilities include controlling and issuing tools, assisting in research, monitoring Due-In From Maintenance (DIFM) and performing the demand processing function for its maintenance technician's requirements. CAMS will be used as the primary source of input for all transactions. It is equipped with a supply remote device and expanded research capability. The FSSS is also responsible for moving repairables to the repair shop(s) or Flight Service Center (FSC), loading the initial DIFM location and status in the supply computer, and assisting in aircraft MICAP determinations. Shift manning will be structured to fit the needs of the unit. The FSSS is an integral part of the flying squadron, and all assigned personnel are managed through the Flying Squadron (FS) chain of command. The NCOIC of the FSSS has supervisory responsibility for the overall operation of the FSSS. When possible, key supervisors should be assigned for a minimum of 12 months to allow cross-utilization training and continuity in the FSSS. In addition, supply personnel assigned to the FSSS should be rotated back to the COS complex after a period of 18 months. Refer to AFI 21-103, AFI 21-105, and PACAFI 21-101 for tool section responsibilities.

2.2. Responsibilities.

2.2.1. Train maintenance technicians to perform issue requests using CAMS/SBSS screen #072 and inquiry capabilities from screen #497. Also validate and perform all backorder (fill or kill) functions.

2.2.2. Base supply procedures element will provide each FSSS a block of 8000 series (for supply terminal) (CAMS is computer assigned) serial numbers for post-post processing purposes. The FSSS restart with the beginning serial number each calendar day.

2.2.3. Assist maintenance technicians in research of part number/stock numbers.

2.2.4. Assist with the FS Composite Tool Kit (CTK) Program, support equipment (to include -21 equipment) and test measurement and diagnostic equipment (TMDE).

2.2.5. Receive and transport repairables to repair shops/FSC to include reparable returns from deployments.

2.2.6. Participate in aircraft documentation reviews. Validate parts requirements through the CAMS terminal using screen #514 or through the SBSS terminal using screen #539/540 and cancel requirements no longer needed. Review current status and request supply follow-up action if status does not meet mission needs.

2.2.7. Assist with FS Technical Order (T.O.) library, to include mobility T.O.s, IAW T.O.s 00-5-1 and 00-5-2.

2.2.8. Input initial DIFM location/status changes immediately after movement of repairables, through either CAMS, screen #497, option 18 or SBSS terminal using screen #072.

2.2.9. "Z" status will be input if provided by repair shops at the time of reparable item movement. If repair shop estimated time of completion (ETIC) exceeds 72 hours for MICAP conditions, justification and a verifier must be provided from either the backshop or FSS. Justification/verifier will be provided through the comments section of the original MASS input before PACAF RSS will requisition the assets to depot or laterally. The bullet in MASS will also read "PACAF RSS PLEASE WORK".

However, primary responsibility for current DIFM status update remains with the repair shops. NOTE: DIFM status codes reflect the status of the reparable asset, not the issued serviceable asset.

2.2.10. Manage and maintain FS bench stock IAW AFMAN 23-110, Volume 2, Part 2, Chapter 25; PACAFI 21-101; and the guidance contained in this instruction.

2.2.11. Maintain and manage applicable reports and listings.

2.2.12. Review the D23 report or ACC200 report to ensure asset accountability and correct status of assets located in the flying squadron maintenance flights.

2.2.13. Maintain security of remote devices and ensure only valid transactions are processed.

2.2.14. Appoint a reject manager, delinquent document manager, and PPCT member.

2.2.15. Forward a copy of all 290 and 469 rejects to the Base Supply Inventory Section. As a COS option, a copy of 296 rejects may be forwarded to the Base Supply Records Maintenance Element.

2.2.16. Ensure mark-for and delivery destination data is correct on all due-outs.

2.2.17. Ensure documentation and processing for cannibalizations are processed correctly. Inform RSS MICAP by bullets in the MASS remarks and the updates to the "Mark For" changes.

2.3. Requirements Processing:

2.3.1. CAMS input TRICs include the following:

2.3.1.1. Issues (ISU/MSI).

2.3.1.2. Part Number Record Load (1AA/2BS).

2.3.1.3. Inquiries (INQ).

2.3.1.4. DIFM Update (DFM).

2.3.1.5. MICAP Record Retrieval (1MM).

2.3.1.6. Due-Ins/Due-Out Update (DIT).

2.3.1.7. Bench Stock Issue Requests (1BS)

2.3.1.8. Others as determined locally by the COS.

2.3.1.9. All required TRICS through CAMS IAW AFCSM 21-579, Volume 2.

2.3.2. PACAF RSS Procedures Element will provide each FSSS a block of 8000 series (for supply terminal) (CAMS is computer assigned) serial numbers for post-post processing purposes. The FSSS will restart with the beginning serial number each calendar day.

2.3.3. Ensure bench stock is checked prior to input of issue requests.

2.3.4. Prior to ordering, the maintenance technician will verify urgency of need designator (UND) A and B requests with the expediter or production superintendent. Documenting this pre-verification is not required. Backordered requirements will reflect the UJC commensurate with the urgency of need and type of requirement (Ref: AFMAN 23-110, Volume 2, Part 2, Chapter 11). Backorders against an aircraft tail number will reflect either a MICAP or BQ UJC (except time change/TCTO requirements). UJCs AA, AZ, and AW will not be used for backorders against an aircraft tail number.

2.3.5. When a blank TEX code process is used, a local supplement to this paragraph is required to ensure delivery and document flow procedures provide uninterrupted mission support to the customer. A single point of contact within the Materiel Storage and Distribution (MS&D) Flight will be established to resolve any delivery problems. Delivery to the FSSS from other than the APS or FSC will be the responsibility of base supply or vehicle operations for bases that have reengineered pick-up and delivery workload to transportation.

2.3.6. If a parts request is made to the FSSS for which there is no established item record, the FSSS will contact the Base Customer Service (BCS) and provide national stock number (NSN), part number, T.O. reference, and priority for the new item record load. The BCS will: perform mandatory actions as required by AFMAN 23-110, Volume 2, Part 2, Chapter 27, prior to loading the new item record; load the item record and part number detail record (1AA) immediately, and notify the FSSS once the load is completed. As a wing/base option, the FSSS or supporting APS may process new item record loads. Processing of the request will then proceed IAW with provisions outlined in this chapter. When research reveals an incorrect part number or a NSN is loaded without a corresponding part number, the FSSS will process a part number detail record update (1AA).

2.3.7. If the requested item is available at the APS or FSC, the maintenance technician will proceed to the APS or FSC and pick up the item. Warehouse refusals will be processed IAW [Chapter 3](#) of this instruction. The technician will sign copy 1 of the DD Form 1348-1A and return copies 2, and 3 to FSSS. The Support Flight will retain copies 2 and 3 of the DD Form 1348-1A issue document/due-out management notice to process reparable assets to the repair shop or the FSC for direct NRTS items.

2.3.7.1. If the reparable asset and reusable container are available at the time of the issue request, FSSS personnel will take the property, AFTO Form 350 (Reparable Item Processing Tag), reusable container, and copies 2, and 3 of the DD Form 1348-1A to the repair shop. MICAP and 2LM items will be moved immediately and all others not later than two hours after receipt of the reparable in FSSS. FSSS personnel will give copies 2 and 3 of the DD Form 1348-1A to the repair shop along with the property. Copy 2 will be annotated by repair shop personnel with the DIFM asset location and "Z" status (if available), signature, date, time, and given to the FSSS delivery driver, who will return it to the FSSS. Upon return of copy 2, FSSS personnel will immediately input the DIFM location/status to the remote device. Copy 2 of the DD Form 1348-1A will then be filed in document number sequence and maintained IAW AFI 37-122, Air Force Records Management Program.

2.3.7.2. If the reparable asset is not available at the time of issue, FSSS personnel will hold copies 2, and 3 until the maintenance technician brings in the reparable asset and reusable container. The reparable asset and container should be received within two hours of the issue; once received, personnel will process the property and documentation IAW paragraph [2.3.7.1.](#) above.

2.3.7.3. FSSS will ensure all serially controlled parts and time change items (TCI) being tracked on engines have an automated operating time report attached to the appropriate condition tag as required by T.O. 00-20-3 prior to processing these parts to the repair shop or FSC.

2.3.8. If the part is not available for issue an Other Asset Management Notice (I023) will be output. The remote operator will then review the management notice for other possible assets (i.e., MSK, SPRAM, supply point, bench stocks, etc.) and check the applicable T.O. for substitute part numbers/next higher assembly. These actions, as a minimum, will be annotated/stamped on the I023 management notice.

2.3.8.1. When firm MICAP conditions occur, the FSSS will reinput the issue with TEX code "7" (cc 51), MICAP flag "N" (cc 54), and appropriate UJC (1A/JA) and enter the MICAP requirement into MASS with the bullet "MEMO MICAP ASSET GOING TO... REPAIR SHOP..." (ENTER APPROPRIATE SHOP, DATE, TIME, AND INITIALS (I.E. AVIONICS, 10 AUG, 1600hr and JS). Repairable assets will be taken to repair shops immediately. If repair shop estimated time of completion (ETC) exceeds 72 hours for MICAP conditions, justification and a verifier must be provided from either the backshop or FSS. Justification/verifier will be provided through the comments section of the original MASS input before PACAF RSS will requisition the assets to depot or laterally. The bullet in MASS will also read "PACAF RSS PLEASE WORK". Additional information concerning MICAP incidents can be found in [Chapter 4](#) and [Chapter 6](#) of this instruction. NOTE: Deferred (delayed) discrepancies will be reinput by the COSO with TEX code "M" and UJC BQ.

2.3.8.2. Complete MICAP verification when the decision is made to upgrade an AWP bit and piece requisition to MICAP and request cancellation of the due-in (REC, TEX E) for the end item. Process a DIT to change the bit and piece UJC to AA and mark-for to the aircraft tail number, SRD and WUC, and process a NOR to upgrade the bit and piece requirement(s) to 1A/JA

2.3.8.3. Process NOR inputs of both the end item and any applicable bit and piece due-outs marked against the aircraft tail number for cannibalizations. The bit and piece due-outs will be processed as administrative mark-for changes. Process a DIT to change the JCN on all "cann" actions. Support sections will process SBSS cannibalizations and administrative mark-for changes.

2.3.8.4. Review the D-23 (stock number sequence) for POS/MRSP/IRSP serviceable balances and take due-out release action.

2.3.8.5. The due-out document number is provided by CAMS/SBSS interface. When the I004 management notice is received with a DUO indication, the maintenance technician annotates the aircraft AFTO Form 781, Aerospace Vehicle and Flight Data Document, and notifies the expeditor. The expeditor notifies the Maintenance Operations Center (MOC) of the zero balance condition.

2.3.8.6. During post-post conditions, the FSSS will manually prepare a DD Form 1348-1A issue document and annotate/stamp the document "POST-POST DUE-OUT NOTICE - FOR REPAIRABLE PROCESSING ONLY."

2.3.8.7. When DORs occur at the FSC as a result of a serviceable turn-in, the FSSS will be contacted to pick-up MICAP items immediately and all others within two hours. Regardless of parts source, the property, with attached DD Form 1348-1A, will be placed in the FSSS TNB; an entry will be made in the TNB and DIFM location should be changed to TNB using CAMS. In the case of MICAP requirements, the FS expeditor will be notified by the FSSS. He/she will then notify the MOC for aircraft status reporting purposes. The FSSS will also update the MASS Bullet with the following statement, "Memo MICAP repaired and received ... (enter date, time and initial). The FSSS will then close the MICAP Event Record in MASS by processing miscellaneous update with the SBSS Complete Code "N", ISU Status Code "N", and the Event Record status code "C".

2.3.9. Post-post processing will be as outlined in AFMAN 23-110, Volume 2, Part 2, Chapter 32, AFMAN 23-110, Volume 2, Part 11, and supplements.

2.3.9.1. FSSS PPCT personnel will be under the direction of the PPCT Chief during post-post processing.

2.3.9.2. The COS will determine and establish one central point for after hours post-post processing (e.g., APS, FSC, or Demand Processing Element (DPE)). Personnel from the FSSS will assist in processing their transactions to completion and will ensure all post-post transactions are expeditiously processed.

2.3.10. Parts request with a frozen item record will be processed post-post.

2.3.11. Requests for initial issue must be approved by the squadron resource advisor and wing MSD manager and submitted to the COS or his/her designated representative. Initial issue requests should be reviewed at the IREP meeting. For an urgent situation, verbal approval is authorized; but the paperwork must be submitted NLT 24 hours following approval. Once approved, the FSSS will process the issue request with the appropriate demand code. Additional information is contained in AFMAN 23-110, Volume 2, Part 2, Chapter 11. Bases will supplement this paragraph to identify specific requirements and responsibilities.

2.3.12. Maintenance technicians, including those dispatched from repair shops, order aircraft parts through the CAMS/SBSS interface using the owning workcenter organizational shop code, and notifying the applicable expeditor and FSSS. If CAMS/SBSS interface is not available or exception processing is required, maintenance technicians order aircraft parts through the applicable FSSS.

2.4. FSSS Security. Access to the FSSS will be restricted to FSSS/FSSS escorted personnel. Procedures for physical security, use and restriction of remote devices are contained in AFMAN 23-110, Volume 2, Part 2, Chapter 2 and **Chapter 1** of this instruction.

2.5. Supply Remote User Responsibilities. The FSSS is responsible to the COS for proper supply remote operation. Rejects caused by the FSSS will be cleared using the Cumulative Reject Processor (D818) or reject notice. If rejects cannot be cleared by transaction, request assistance from the COS reject manager. Since the FSSS produces accountable source documents over its remote, the FSSS is also responsible to the COS for documents generated in the section. Rejects which occur over CAMS terminals are cleared by affected workcenters.

2.6. Special Processing Procedures:

2.6.1. Married or Fitted Items. Certain types of items, due to their nature and fit, are not interchangeable between aircraft. Examples include sheet metal items, work element code 11000 items, panels, ladders, radomes, modified components, test or investigation items, etc. These type items require special processing using TRN procedures. When these items are routed to the repair shop, the AFTO Form 350 will be boldly stamped "SPECIAL PROCESSING REQUIRED" in the remarks section. Upon receipt of these items, the repair shop will order all parts with UJC AR, TEX code 4 and the end item SRD.

2.6.1.1. If the request is issued and the end item repaired, the repair shop will process a TRN using CAMS screen #352 and notify the applicable FSSS the part is available.

2.6.1.2. If the request is "killed," the repair shop notifies the FSSS to order the part(s) based upon the condition of the aircraft. The end item may be stored as AWP in the shop or routed back to the FS for reinstallation. When bits and pieces are received and the end item was previously returned

to the FS, the FSSS is notified to deliver the end item to the shop for repair. When the item is repaired, the shop processes the TRN using screen #352 and notifies the applicable FSSS the part is available for pickup.

2.6.1.3. If the end item cannot be repaired (NRTS), the repair shop will take the NRTS item to the FSC for processing or have the FSC pick-up the item.

2.6.2. Functional Check/Operational Flight Programs.

2.6.2.1. The FS technician responsible for a particular aircraft system will establish a list of components that require functional check to include items which are affected by Operational Flight Program (OFP) releases prior to installation. This list will be maintained in each workcenter as required. Items that were repaired on base will not be routed to the repair shop for functional check. The DD Form 1574, Serviceable Tag-Material, will serve as the determining factor in this case.

2.6.2.2. When items due-out release from off-base resources and the DD Form 1348-1A reads, "Functional Check Required", the item will be routed to the repair shop. An AFTO Form 350 will be attached indicating the owning FS. However, a document number will not be assigned. If the item is found to be unserviceable, the repair shop will order a replacement end item or repair parts (as applicable) and place the functional check end item in AWP status or turn in the item to the FSC for NRTS processing.

2.6.2.3. SPRAM assets will be routed to the repair shop with an AFTO Form 350 boldly stamped "SPRAM Asset - Return to _____ Work Center, Telephone Number _____." A document number will not be assigned. If the asset checks bad, i.e., NRTS, procedures for SPRAM assets are contained in AFMAN 23-110, Volume 2, Part 2, Chapter 22, Section L. SPRAM assets which need to be turned in NRTS, will be taken to the FSC for processing. SPRAM TINs will be processed by FSC.

2.7. Direct NRTS Identification. The D23 and Q04 identify repair cycle items determined by applicable maintenance technical order or repair shop as having no base repair capability or authority. These items will be expeditiously moved from the flightline directly to the FSC for turn-in processing. Workcenters may use a separate list to identify direct NRTS, however, the D23 or Q04 is the supply source document.

2.8. TNB and Facilitate Other Maintenance (FOM) Security. Each FSSS will establish a system for positive control of TNB/FOM assets. Property placed in TNB/FOM will be identified by attached documentation, (i.e., DD Form 1348-1A/AFTO Form 350 (Part I)). FSSS will use the CAMS Tail # Bin Maint-option (AFCSM 21-579, Volume 2) to show assets placed in TNB. Use the same option to change it from TNB to the shop the part was issued to. When property is removed from the TNB, the date, time, and signature of the individual picking up the property must be recorded. TNB/FOM assets may be stored together if space constraints dictate the need. However, separate logs must still be maintained. Partially complete TCTO kits/parts will have an inventory list attached, be sealed, and stored in the TNB. The aircraft identification (ID) number and TCTO number will be conspicuously marked on the TCTO kit/part. Panels removed during hourly post-flight and periodic inspections may be placed in panel racks with hardware attached in a screw bag with the aircraft serial number annotated without other documentation.

2.9. Aircraft Document Review. The FSSS processes an inquiry either using CAMS/SBSS interface screen #514 (supply requisition inquiry) or SBSS screen #416 inquiry by serial number to accomplish all

aircraft records reviews (Ref: PACAFI 21-101). Discrepancies found will be corrected immediately (i.e., request for cancellation, indicative data corrections, etc.) If status is unacceptable, assistance will be requested from base supply.

2.10. Asset Status. The FSSS will process INQs or will have the D23, D18, and other management notices available to advise parts requesters when a serviceable replacement can be expected. COSO uses standard DIFM status codes except AWM and INW for items in the repair shop. For items in the repair shop and not AWP, the shop will input a three-position DIFM status code through CAMS to show estimated time-in-commission (ETIC). The first letter of the code will be "Z" to reflect the item is in the repair shop. The last two positions of the code will reflect the Julian date the shop expects to return the item to a serviceable condition. ETICs will be assigned for each document number.

2.11. Cannibalization:

2.11.1. If the FS production superintendent decides to cannibalize, he/she will notify the FSSS. The FSSS will initiate CANN action in CAMS/SBSS/MASS and make all entries onto a local cannibalization log. The FSSS will process the cannibalization action and input the new JCN to update supply computer records. When the replacement part is received in the FSSS, the FSSS will annotate the "U COMP" column of the cannibalization log with the date and time the part was received and update CAMS from DAP/DGP to DAM/DGM status. The FSSS will inform the FS OIC/NCOIC of any lost or late T and U actions using the CAMS on-line cannibalization inquiry. The FS OIC/NCOIC will ensure cannibalization documentation is processed through the Maintenance Data Collection (MDC) system.

2.11.2. When mission requirements dictate, cannibalization actions can be done between organizations and when approved at the production superintendent level. For engine-to-aircraft cannibalization, the production superintendent coordinates with the Jet Engine Intermediate Maintenance (JEIM) shop chief. The JEIM chief coordinates the cannibalization of serially controlled and TCI with the Engine Management Section (EMS). The receiving FSSS processes the cannibalization using CAMS screen #083 and putting an "X" for performing workcenter in order to print out at the donor support section. The donor support section provides the JCN to the receiving FSSS. Procedures for documentation flow are the same as the paragraph above. When the donor is the Propulsion Flight, the Flight Support Section coordinates and processes the cannibalization IAW [Chapter 5](#) of this instruction.

2.11.3. CAMS elements will use programs IAW AFM 66-279, Volume 9, CAMS DSD: G054/FS, Job Data Documentation Users Manual, to record and monitor cannibalizations. After notification of a cannibalization, the FSSS will input the cannibalization action into CAMS generating the T action. After removal of the item from the aircraft, the maintenance technician will complete the T action in CAMS. The FSSS will immediately notify the production superintendent when the replacement part is received. The production superintendent will decide whether the part will be reinstalled or deferred. The FSSS will use the applicable CAMS program to defer reinstallation or notify the workcenter when the cannibalization part replacement is to be accomplished. The technician will complete the U action in CAMS using the necessary program after completion of the reinstallation. All received parts will be stored in TNB until reinstallation occurs. The FSSS will reconcile the manual log with the CAMS cannibalization history inquiry. All completed T and U actions will be lined through in the T and U COMP blocks of the manual log daily when they show complete in CAMS. The FS OIC/NCOIC is responsible for ensuring cannibalization procedures and documentation are properly complied with.

2.12. Reusable Containers. The Base Reusable Container Monitor will determine reusable container storage locations. Repairable items are to be routed through the repair cycle with a reusable container. When a serviceable item releases (DOR) with a reusable container and the repairable is already in the repair cycle, the FSSS will deliver the container to the repair shop. If the unserviceable item has been shipped off-base, the reusable container will be delivered to the local reusable container storage area.

2.13. Administrative Mark For Changes. When the FS production supervisor decides to use a TNB asset for another aircraft, the FSSS will process an administrative mark-for changes in the SBSS using TRIC NOR E for firm MICAPS (Due-ins linked) and NOR J for memo MICAPs (No Due-in linked). Update CAMS using screen #498. This is not a cannibalization action. Mark-for data and delivery destination code changes (DIT) for deferred discrepancies will also be processed by the FSSS.

Chapter 3

AIRCRAFT PARTS STORE (APS)

3.1. General. The Aircraft Parts Store (APS) will be located on the flightline. It serves as a decentralized warehouse for on-equipment spares. The APS is a COS function and the supervisor works directly for the Combat Operations Support Flight Commander/Superintendent. Shift manning will be structured to fit the needs of the wing/base. APS will be provided all computer management products necessary for managing and operating the store. Other parts stores, if required, will follow these basic procedures.

3.2. Responsibilities:

- 3.2.1. Establish and operate a customer service counter.
- 3.2.2. Appoint primary/alternate reject and delinquent document managers and a PPCT member. Assist the FSSS in resolving delinquent documents and rejects.
- 3.2.3. Manage and maintain POS, MRSP/IRSP IAW AFM 67-1, Volume I, Part One, Chapter 14; AFMAN 23-110, Volume 2, Part 2, Chapter 14 and 26; DOD 4145.19-R-1; and this instruction.
- 3.2.4. Act as a central locator for the FSSS when the computer is off-line.
- 3.2.5. Act as the central post-post processing point for supported maintenance workcenters with supply remote devices.
- 3.2.6. May serve as the central after-hours DPE at the option of the COS.
- 3.2.7. Maintain security of the APS and remote device.
- 3.2.8. Manage the MRSP/IRSP Program. Other facets of the War Reserve Materiel (WRM) Program, including mobility bags and War Consumables Distribution Objectives (WCDO), will not be added to APS responsibilities. However, the COS has the option to allow the APS to manage WCDO.

3.3. Customer Service Counter. The service counter is the focal point for all store activities. Service counter/APS personnel will:

- 3.3.1. Locate and pull property for DD Forms 1348-1A issue documents that process on assigned remote terminals.
- 3.3.2. Ensure DD Forms 1348-1A are properly signed and annotated.
- 3.3.3. Give the property to the maintenance technician or arrange for delivery when an item is bulky or outsized.
- 3.3.4. Forward accountable documents to Document Control as directed by a base supplement to this instruction and AFMAN 23-110, Volume 2, Part 2, Chapter 18. Frequency and method of movement is a COS option.
- 3.3.5. If property cannot be found in the location identified on the issue document, the following steps will be taken (within 15 minutes) before advising the technician to return to his/her workcenter.
 - 3.3.5.1. Check the APS receiving/holding area for assets awaiting stockage in POS/MRSP/IRSP.
 - 3.3.5.2. If not located in APS receiving/holding area, process a "4" type inquiry if computer is on-line. If the "4" type inquiry does not indicate an immediate resolution of discrepancy, or if the

computer is not on-line, advise the technician to return to his/her workcenter. The APS will then follow steps in paragraph 3.3.5.3. through 3.3.6.4. below.

3.3.5.3. If the inquiry indicates a possible solution (e.g., REC/DOR intransit, awaiting movement to the APS, etc.) identify the physical location and transfer property to APS immediately.

3.3.5.4. If the issue was run through CAMS and the document didn't print on APS's printer:

3.3.5.4.1. Verify location loaded in SBSS.

3.3.5.4.2. Same as 3.3.5.2. above.

3.3.6. If above steps do not resolve the discrepancy, take the following actions:

3.3.6.1. Advise the technician to return to his/her workcenter with instructions to establish a due-out with a new document number. The FSSS will forward copies 2 and 3 of the DD Form 1348-1A (original document number) to APS for warehouse refusal processing.

3.3.6.2. Process a "6Z" type inquiry (and a "4" type inquiry if not already accomplished) and perform a complete balance check on all APS POS/MRSP/IRSP locations. Balance check must be completed within four hours of returning the warehouse refusal.

3.3.6.3. If the balance check locates missing property, APS personnel will process a serviceable turn-in, with supply action taken code "X" against the original document number. Copy one of the original request (MSI/ISU) will be signed by the APS supervisor and forwarded to Document Control.

3.3.6.4. If balance check does not locate missing property, process the warehouse refusal IAW AFMAN 23-110, Volume 2, Part 2, Chapter 14. In addition, DIFM status code "RFS" will be loaded.

3.4. Management Products. The ACC214 or equivalent local program will be maintained for 90 days and other management products will be developed and used as determined locally.

3.5. Warehouse Management. Procedures outlined in existing directives apply.

3.5.1. To facilitate the forward stockage of assets, the use of pseudo locations/stockrooms are authorized for items (including all items within an Interchangeable and Substitute Group (I&SG) family identified for movement to COSO warehouse locations) with no warehouse location.

3.5.2. Transfer and movement of items between warehouses will be coordinated with MS&D.

3.5.3. During post-post periods, the APS will act as the central locator for the FSSS and will determine location/availability of assets (to include I&SG). If a location exists, personnel will physically check the location and advise the FSSS of item availability.

3.6. MRSP/IRSP Management. MRSP reporting remains as stipulated in AFMAN 23-110, Volume 2, Part 2 and AFI 10-201, Status of Resources and Training System. The MRSP supervisor is responsible for the overall management of his/her MRSP IAW the directives identified below.

3.6.1. Applicable references: AFI 25-101, WRM Program Guidance and Procedures; AFI 24-201, Cargo Movement; AFI 10-403; AFI 10-201; AFM 67-1, Volume I, Part One, Chap 14; AFMAN 23-110, Volume 2, Part 2, Chapter 26; AFMAN 23-110, Volume 2, Parts 3, 5, and 6; AFI 31-401,

Managing the Information Security Program; T.O. 35D33-2-2-2; T.O. 35D33-2-3-1; T.O. 35E20-4-12-1; DOD 4145.19-R-1.

3.6.2. MRSP/IRSP assets will not be commingled with POS.

3.6.3. MRSP will be stored in mobility MRSP bins, tire racks or on pallets. Bins and tire racks will be in subdued colors (i.e., olive drab, forest green or desert camouflage). Subdued colors used will depend on mobility commitment. MRSP bins and tire racks will be configured on 463L pallets.

3.6.4. A dedicated MRSP crew chief may be assigned to each MRSP.

3.6.5. Process reparable assets upon return from deployments as follows:

3.6.5.1. Determine inventory requirements.

3.6.5.2. MRSP Section will ensure an MSI is processed with TEX code "W."

3.6.5.3. MSI source document (DD Form 1348-1A) distribution: Copy 1 to Document Control and copies 2, and 3 attached to property.

3.6.5.4. Procedures and responsibilities for the movement of reparables to repair shops will be developed by each wing/base.

3.7. Supply Remote User Responsibilities. APS personnel are responsible to the COS for proper supply remote operation. They will ensure computer terminals are provided security as outlined in paragraph [1.9.3.](#) of this instruction. Rejects caused by the APS will be cleared expeditiously using the D818 or reject notices. Since the APS will be producing accountable source documents over its remote, APS personnel are responsible for ensuring those documents are processed IAW established directives and taken to Document Control daily. The APS will be provided a complete copy of the Delinquent Document Listing daily, including the delinquent source document portion.

Chapter 4

FLIGHT SERVICE CENTER (FSC)

4.1. General. The FSC is a COS function and the supervisor works directly for the Combat Operation Support Flight Commander/Superintendent. It serves as a decentralized warehouse for off equipment spares. The FSC absorbs the RCSS functions and portions of the maintenance RCM function. This section is the central point for repair cycle management and is the parts demand submission point for all MS avionics shops and other MS shops as agreed by the COS. Assigned personnel are responsible for managing the FSC warehouse for all MS avionics related assets (POS and associated MRSP/IRSP). At the option of the COS, assets other than avionics components may be stored if space permits. Shift manning will be structured to fit the needs of the wing/base. The FSC should have sufficient dedicated equipment in place to ensure timely processing of inputs. Installation of additional remote terminals dedicated to FSC processing is highly desirable. The FSC, space permitting, should be collocated with the avionics facility.

4.2. Responsibilities:

- 4.2.1. Perform all RCSS duties as outlined in AFMAN 23-110, Volume 2, Part 2, Chapter 24 and this instruction.
- 4.2.2. Receive, prepare, and process issue requests IAW AFMAN 23-110, Volume 2, Part 2, Chapter 11. As agreed to by the COS and the OG/LG, the FSC and/or the Demand Processing Element will be the submission point for issue request for repair shops geographically separated from the FSC, during post-post conditions, and when the requested item is exception or advice coded.
- 4.2.3. Serve as the turn-in point for repair cycle assets for all flightline customers. Provide transportation of reparable assets from repair shops to the FSC. SPRAM assets will be processed through the EMS IAW AFMAN 23-110, Volume 2, Part 2, Chapter 22. Exception: The FSSS is responsible for reparable movement to the initial repair shop or FSC for direct NRTS action. The agency required to transport reparable assets requiring multiple repair actions will be determined by the OG/LG and COS. NOTE: When agreed upon by the COS and a supported activity, reparable parts may be delivered by that supported activity.
- 4.2.4. Deliver serviceable assets to appropriate warehouses, NRTS items to transportation, and condemned assets to the Defense Reutilization and Marketing Office (DRMO)/holding area.
- 4.2.5. Actively monitor the D23/ACC200 for unsatisfactory or outdated status and notify each repair flight DIFM monitor, who is responsible for status and location changes, to make updates through CAMS/SBSS. Solicit and process updates when the CAMS/SBSS interface is not available.
- 4.2.6. Monitor the processing of TRN data by maintenance in CAMS.
- 4.2.7. Manage and maintain POS, MRSP, and/or IRSP for MS avionics peculiar assets IAW AFM 67-1, Volume I, Part One, Chapter 14; AFMAN 23-110, Part 2, Chapters 14 and 26; AFJMAN 23-210; and **Chapter 3** of this instruction.
- 4.2.8. Coordinate and process all supply point transactions (to include receiving assets for the supply point and inspection functions).
- 4.2.9. Prepare and process inputs to load, change or delete supply point detail records.
- 4.2.10. Establish and maintain Supply Point Authorization Lists (Q13) for all supply points.

- 4.2.11. Assist in performing supply point inventories.
- 4.2.12. Perform TCTO/Time Change responsibilities IAW this instruction and AFMAN 23-110, Volume 2, Part 2, Chapter 24.
- 4.2.13. Review the ACC214 to identify candidate items for movement to the FSC. To facilitate forward stockage of assets, the use of pseudo locations/stockrooms is authorized for items previously identified for movement to the FSC for which no warehouse location is assigned. This would include all items within an I&SG.
- 4.2.14. Maintain security of the FSC and remote device(s).
- 4.2.15. Perform supply inspection duties consistent with mission requirements. COS may functionally assign Inspection Section personnel under the supervision of the FSC.
- 4.2.16. Perform asset availability checks.
- 4.2.17. May serve as the central after-hours DPE at the option of the COS.
- 4.2.18. Perform local manufacture processing functions.
- 4.2.19. Forward accountable documents to the Document Control Section IAW COS direction as prescribed in base supplements to this instruction and AFMAN 23-110, Volume 2, Part 2, Chapter 18.

4.3. Requirements Processing:

- 4.3.1. Base Supply Procedures Element will provide the FSC a block of serial numbers for CAMS processing purposes. The FSC will restart with the beginning serial number each calendar day.
- 4.3.2. Repair shop personnel collocated with the FSC will order parts through CAMS. Local processing requirements will be supplemented for periods when CAMS is unavailable.
 - 4.3.2.1. The technician will verify the impact of all parts with the shop chief, production supervisor, or element leader prior to ordering. The technician will check bench stock, shop stock, etc., prior to submission of parts request.
 - 4.3.2.2. Requests for test stations or mockups will be ordered using the applicable ID number, SRD, and appropriate UJC (e.g., 1G/AG/BG).
 - 4.3.2.3. After input of the issue request, distribution of the AF Forms 2005 will be as follows: Copy 1 will be placed in the control register file; copy 2 and 3 will be given to the requester. A fourth copy may be required (wing or base option) as a suspense copy.
 - 4.3.2.4. If the requested item is available in the FSC, the technician will sign copy 1 of the output DD Form 1348-1A and then handcarry the property and copies 2, and 3 of the DD Form 1348-1A for DIFM items back to the shop.
 - 4.3.2.5. Advise the technician to proceed to the APS when the requested item is located there. APS personnel will contact the organization/workcenter to pick up the assets not picked up within 15 minutes of issue processing.
 - 4.3.2.6. When the requested item is located in the main warehouse or other storage facility, delivery will be the responsibility of base supply.
 - 4.3.2.7. If repair parts are not available, the maintenance workcenter will establish a due-out using the following procedures and those in AFMAN 23-110, Volume 2, Part 2, Chapter 11.

4.3.2.7.1. When the FSSS has established an issued DIFM detail or deferred discrepancy due-out, the repair shop will order UJC "AR" AWP bits and pieces fill or backorder. If the request kills, the Mission Support Section AWP manager will be notified for sourcing action. The AWP manager will follow procedures in AFMAN 23-110, Volume 2, Part 2, Chapter 17 for sourcing. When assets are located, the AWP manager will complete requisitioning action and notify the shop.

4.3.2.7.2. When the FSSS has established a MICAP due-out, the repair shop will order AWP bits and pieces fill or kill.

4.3.2.7.2.1. If the bit/piece is issued, the end item will be repaired and returned to the FSC for turn-in processing.

4.3.2.7.2.2. If the requested item is not issued, the repair shop and Mission Support Section will jointly determine whether the end item or the required bit and piece will be initially verified and requisitioned as MICAP against the aircraft tail number. Command policy is to requisition the bit and piece, if the support posture of the LRU/SRU is equal. The decision making process should include the ability to repair the end item, availability of assets (wholesale level/lateral support), and which item can be obtained in the shortest period of time. Reference AFMAN 23-110, Volume 2, Part 2, Chapter 17, PACAF Supplement 1, for additional guidance.

4.3.2.7.2.3. If the decision is made to requisition the end item as MICAP, the Mission Support Section will accomplish requisitioning action using the appropriate UJC. The repair shop will back order the bits and pieces AR against the end item due-out. If the decision is made to request the bits and pieces MICAP against the aircraft tail number, the repair shop will notify the Mission Support Section to change the UJC to the appropriate MICAP UJC, change the mark-for field to the aircraft tail number (including SRD and WUC) and input the request with TEX "7" (memo). The Mission Support Element begins the MICAP verification process and requisitioning action. MICAP records in MASS will be updated to cross-reference the memo end item and bit and piece requirements.

4.3.2.7.2.4. Under no circumstances will both the end item and bits and pieces be requisitioned as MICAP. However, if the supply situation changes, the requirements may be downgraded/upgraded to ensure required items are received expeditiously (e.g., the end item initially requisitioned MICAP can be changed to memo, and the bit and piece may be upgraded to MICAP, or the bits and pieces initially requisitioned MICAP against the tail number may be downgraded to "AR" and the end item can be requisitioned). Reference paragraph 5.3.5. of this instruction.

4.3.2.7.2.5. The DIFM location code of the applicable repair shop will be used for repair parts. The shop technician will be provided copies of the output management notice, and these notices will be used to move the reparable asset.

4.3.2.8. If a parts request is made to the FSC for which there is no established item record, the FSC will contact base supply's Research Element and provide the stock number, part number, T.O. figure and index, and priority of the requirement. The Research Element will immediately load the item record/part number detail record (1AA) and notify the FSC. The FSC will then process the request in accordance with provisions outlined in this chapter. As a wing/base option, the FSC

may process new item record loads. The FSC will process a 1AA update when research reveals an NSN is loaded without a corresponding part number.

4.3.2.9. If the reparable asset is turned in at the time of the issue request, the technician will provide a prepared AFTO Form 350, two condition tags, reusable container/AF Form 451, Request for Packaging Service, and copy 3 of the DD Form 1348-1A.

4.3.2.10. If the reparable item is not turned in at the time of issue request, the workcenter will be responsible for updating DIFM status or for providing this info to the FSC.

4.4. Due-In from Maintenance (DIFM) Turn-In:

4.4.1. All DIFM assets must be turned in through the FSC.

4.4.1.1. As assets are picked up from base customers (except MS Avionics and FSSS) by FSC, the items will be in-checked, inspected, and computer processed. FSC personnel will ensure all serially controlled and TCI parts tracked on engines have an Automated Operating Time Report attached to the applicable item condition tag (IAW T.O. OO-20-3) prior to accepting these parts from base customers. In addition, Automated Ground Engine Test Systems (AGETS) component removal reports will be attached to the condition tag. For F-16 elements, avionics intermediate shop LRU repair support data will be attached to the condition tag. Serviceable assets turned in to satisfy a MICAP condition will be processed immediately. All other serviceable turn-ins will be processed within two hours. Unserviceable 2LM assets will be processed immediately.

4.4.1.2. AF Forms 2005 will be prepared by the FSC using the AFTO Form 350 and DD Form 1348-1A as source documents. The original copy of the AF Form 2005 will be the source document for computer processing. A copy will go to the Document Control Section. As a wing/base option, a copy of the AF Form 2005 may be attached to the property for reference purposes. In addition, as a COS option, the DD Form 1348-1A may replace the AF Form 2005 as the source document and document control copy for turn-in action.

4.4.1.3. As parts are computer processed, the property will be moved down the processing line to an applicable action station (i.e., off base/NRTS shipment; APS delivery; DOR to MS Avionics or FSSS; APS stock; rejects, condemnations, non-COSO DORs, etc.). Output documentation will be attached to the property.

4.4.2. As serviceable stock is generated, the FSC will ensure movement within two hours after processing. For DORs to MS Avionics and the FSSS, the appropriate shop will be contacted immediately for MICAP releases and others within 30 minutes. MICAP DORs will be picked up immediately and all others within two hours.

4.4.3. For NRTS items that require reporting prior to disposition, the FSC should move the items to the main reparable storage area of the MS&D Flight. However, if storage area in the FSC is adequate, retention may be authorized there at local discretion.

4.4.4. For condemned items that must be held for scheduled delivery to an off-base DRMO, the FSC will move the assets to a temporary holding area.

4.4.5. Electronic components identified as electrostatic devices require special handling. To prevent damage use the handling procedures identified in T.O. 00-25-234, Chapter 7.

4.5. Exception Turn-In Processing. The Deputy Operations Group Commander for Maintenance (DOGM) may authorize deviation to the automated due-out release sequence. However, these deviations will apply only when there are multiple requirements for an item and the respective shop is unable to turn sufficient serviceables to satisfy all critical requirements. When necessary, the MOO, in coordination with the Mission Support Section, will provide to the repair shop/FSC a priority release sequence list for selected items. MICAP requirements will be processed immediately upon receipt of property in the FSC.

4.6. DIFM Updates/Control:

4.6.1. The FSC is the central point for repair cycle management. Each repair shop DIFM manager is responsible for updating current status and location of all DIFM assets daily through CAMS.

4.6.2. The FSC will review the D23 daily to manage DIFM assets, identify outdated status and potential discrepancies between DIFM details and physical accountability of assets. COSO uses standard DIFM status codes except for items in shop. DIFM status codes for in-shop assets will reflect a Z(xx) ETIC.

4.6.3. Assets which reflect FSC as a location will be reconciled daily to ensure assets are processed. Determine asset accountability (3-workday maximum) or request special inventory.

4.6.4. Contact customers on all "issue/firm" DIFM assets in OAM status with excessive issue days (3-workday maximum). Determine asset accountability or request special inventory.

4.6.5. Ensure each repair cycle record for items generated by organizational level maintenance contains the responsible organization and shop code designated as base repair activity.

4.6.6. At the option of the COS, the FSC or Records Maintenance Element will load the organization/shop code of the base designated repair activity (AFMAN 23-110, Volume 2, Part 2, Chapter 27) to the repair cycle record. Ensure each repair cycle record generated by organizational level maintenance contains the responsible organization and shop code of the base repair activity. Assets that are direct NRTS will reflect "009DN" as base designated repair activity. Bases with multiple wings/MDS may assign unique shop codes to identify by wing/MDS those items approved for direct NRTS.

4.7. DIFM Reconciliation: The quarterly DIFM reconciliation (required by AFMAN 23-110, Volume 2, Part 2, Chapter 24) and DIFM inventory (required by AFMAN 23-110, Volume 2, Part 2, Chapter 20, and AFM 67-1, Volume I, Part One, Chapter 6) are considered satisfied by the normal workday processing/ updating of the D23. However, when discrepancies are found, the FSC will take prompt action to reconcile all deficiencies.

4.8. Local Manufacture. The FSC will appoint a Local Manufacture Manager to assume responsibilities of the RCM function identified in PACAFI 21-101.

4.8.1. The FSC local manufacture function may assume local manufacture responsibilities and related tasks of the Stock Control and Receiving Sections. Local supplement to this instruction and AFMAN 23-110, Volume 2, Part 2, Chapters 9 and 10 must identify specific responsibilities based on local determination of need. At wing/base option, the local manufacture function may be physically located in either the Maintenance Fabrication Flight or the FSC.

4.8.2. Requests for local manufactured (JBD) items will initially be input as fill or kill. If the stockage position is zero balance, the issue will be re-input with TEX "M" using the appropriate UJC.

4.8.3. The Demand Processing function will then forward the AFTO Form 350, management notices, and sample/drawings (if required) to the FSC Local Manufacture Manager. Base supply will notify the FSC Local Manufacture Manager immediately upon receipt of all MICAP JBD requisition (AO1) documents.

4.8.4. As determined locally, the Local Manufacture manager or the requestor, in conjunction with the appropriate fabricating section, will order the bits and pieces required to manufacture the end item. If the required items are issued, the bits and pieces, AFTO Form 350 tag, AO1, DD Form 1348-6, etc., will be forwarded to the repair shop. If parts are not available and the requirement is MICAP, the FSC Local Manufacture Manager will process the bit and piece requirement with TEX "7"; appropriate MICAP UJC; JCN in the workorder field, mark-for the aircraft tail number (SRD and WUC), and notify the Mission Support Section who will begin the MICAP verification process and subsequent requisitioning action. If visual aid boards are maintained, they will reflect the end item and the MICAP bits and pieces.

4.8.5. For non-MICAP requirements, the FSC Local Manufacture Manager will backorder the requirements with the appropriate UJC and JCN in the work order field.

4.9. Forward Stockage Procedures: FSC procedures for off-equipment spares stockage is the same as outlined in [Chapter 1](#), Paragraph [1.7](#). of this instruction.

Chapter 5

OTHER MAINTENANCE AND SUPPLY RESPONSIBILITIES

5.1. General. This chapter provides guidance and responsibilities for and relationships between other maintenance and supply functions.

5.2. Maintenance Supply Liaison (MSL). The role of the MSL function is modified under COSO as the majority of its traditional responsibilities have been realigned. However, since not all MS workcenters are included in supply decentralization, supply (2S0xx) personnel will be required to perform MSL responsibilities outlined in PACAFI 21-101 and this instruction. In such functions, the OG/LG and the COS will determine the number and experience level of personnel required to discharge these MSL responsibilities. Responsibilities include:

5.2.1. Act as supply/maintenance liaison.

5.2.2. Provide support to workcenters not operating within guidelines established in this instruction. MSL should be visible in the workcenters identifying problems and problem areas, providing guidance and assistance as required.

5.2.3. Advise and assist maintenance and supply training sections in developing and applying COSO and other SBSS training needs for personnel assigned to the maintenance organizations.

5.2.4. Will assist, if needed, the Base Supply Procedures Element during annual surveillance's of COSO activities. Perform training and follow-up on deficient areas when needed.

5.2.5. Ensure wing compliance with established bench stock policy and assist users in resolving any related problems.

5.2.6. The LG MSL will act as the focal point to coordinate and consolidate the load of direct NRTS flags, ensure OG/LG approval, distribute to Records Maintenance, and conduct semiannual review with the repair shop using the Q04/D23. If a locally devised list is used, it will contain the following information as a minimum; NSN, part number, WUC, repair shop and percent base repair. Items not currently loaded on base will not be added to this list.

5.2.7. Request semiannually, from base supply, a listing of all items having a functional check indicator. The LG MSL will act as the focal point in updating, coordinating and consolidating this list within maintenance and provide a copy of the final list to base supply. Maintain a current copy of this listing after it is coordinated with the appropriate workcenters.

5.2.8. Coordinate in the development and update of the Quick Reference List (QRL) as determined by the OG/LG.

5.2.9. Coordinate submission of adjusted stock level requests and perform follow-up action when required. Maintain a folder of pending AF Form 1996's submitted to base supply.

5.2.10. Assist in preparation/submission of change requests for MRSP/IRSP requirements and maintain suspense file of submissions.

5.2.11. Review available supply management products to monitor the flow of repair cycle assets and identify potential problem items.

5.2.12. Actively participate in the TCTO program. Responsibilities include working with all appropriate sections/flights to ensure an effective program.

5.2.13. Request and distribute a Document Validation Report (DVR) from CAMS database management for all workcenters at least monthly to ensure database accuracy.

5.2.14. Prepare documentation for the IREP meeting.

5.3. PACAF RSS MICAP Section. PACAF RSS MICAP Element personnel will perform those duties and requisitioning actions stated in AFMAN 23-110, Volume I, Part One, Chapter 2 and AFMAN 23-110, Volume 2, Part 2, Chapter 17.

5.3.1. Contact FSS to obtain status of DIFM assets and with repair shop personnel, jointly determine appropriate requisition decisions for DIFM assets in the repair cycle (see [Chapter 4](#)). If repair shop estimated time of completion (ETIC) exceeds 72 hours for MICAP conditions, justification and a verifier must be provided from either the backshop or FSS. Justification/verifier will be provided through the comments section of the original MASS input before PACAF RSS will requisition the assets to depot or laterally. The bullet in MASS will also read "PACAF RSS PLEASE WORK".

5.3.2. Manage all MEMO MICAP due-outs and ensure expeditious action is taken to resolve each requirement. If repair of the asset cannot be accomplished or if bit and piece repair parts cannot be located within 72 hours, take requisition action. See [5.3.1](#) for additional MICAP FSS/backshop requirements.

5.3.3. Monitor all local manufacture MICAP requirements from initial notification of requisition until receipt or cancellation.

5.3.4. Perform AWP duties IAW AFMAN 23-110, Volume 2, Part 2, Chapter 17.

5.4. AWP Program:

5.4.1. Assets in POS/MRSP/IRSP will be used to satisfy AWP requirements.

5.4.2. Special emphasis should be placed on those selected assets having the greatest impact on direct mission support. AWP end items with a single bit and piece requirement should be aggressively managed.

5.4.3. The AWP manager will be assigned to the PACAF RSS MICAP Element and manage requirements IAW AFMAN 23-110, Volume 2, Part 2, Chapter 17.

5.5. Other COS Functions:

5.5.1. **Aircraft Deferred Discrepancy Program.** The PACAF RSS/CC will develop a program to review all aircraft deferred discrepancies (UJC BQ) at least monthly. The purpose of this program is to focus management attention on reducing the number of deferred discrepancies per aircraft and possible future MICAP incidents. An aggressive program will be developed to ensure follow-ups are accomplished to include submitting AFCS, supply assistance requests when requested by the customer and a mission impact is received, and performing lateral support in some cases. Each COSO/MSL has visibility of their BQ requirements via the D18/NGV820, priority monitor report, which is processed and distributed once a week. COSO/MSL personnel should periodically review their BQ requirements for validity and contact the PACAF RSS BQ program manager if they have problem

items that need increased attention. The PACAF RSS/CC has the option to have this program managed by the stock control section.

5.5.2. Management and Systems Flight:

5.5.2.1. The Base Supply Training Element will incorporate a COSO concept briefing into Blocks I and II, Base Level Supply Customer Training. Briefing will include the purpose, organization and maintenance/supply interface.

5.5.2.2. The Procedures and Analysis Section will:

5.5.2.2.1. Include COSO after-hours support in local COS after-hours support procedures.

5.5.2.2.2. Ensure the FSSS, APS, FSC, MSLs, and other decentralized supply support functions are included in the Procedures Element annual Internal Surveillance and the Self-Inspection Program of the Combat Operations Support Flight (Reference: AFMAN 23-110, Volume 2, Part 2, Chapter 2, Section D, Paragraph 2.31. As a minimum, Procedures Element personnel will review procedures in this instruction, associated AFMAN 23-110 references, and PACAF Directory 90-509 (Mission Performance Checklists) for compliance. Locally devised checklists may be used to assist in the performance of the internal surveillance and self-inspection.

5.5.2.2.3. Monitor the remote surveillance program and ensure compliance with the terminal surveillance procedures.

5.5.2.3. The Computer Operations Section will:

5.5.2.3.1. Update local supplements to ensure proper routing of computer reports/management products.

5.5.2.3.2. Manage reports and schedule downtime; in conjunction with the Management and Systems Officer, COS, Data Automation, and the CAMS database manager; to provide maximum on-line time to support the COSO organization. On-line time should correspond to periods when the majority of maintenance is accomplished.

5.5.2.4. Coordinate and offer training to personnel in decentralized support sections.

5.5.3. Combat Operations Support Flight:

5.5.3.1. The Customer Service Element will:

5.5.3.1.1. Remain the primary issue submission point for all base customers except COSO workcenters. The demand processing functions may transfer to the APS or FSC as a part of an after-hours operation at the option of the COS.

5.5.3.1.2. Expedite necessary research and process new item record loads when requested to do so by the FSSS/FSC, or the ISS/Propulsion/AGE functions. COS may supplement to allow FSSS/shops to process FIL inputs.

5.5.4. **Materiel Storage and Distribution (MS&D) Flight:** Establish a single point of contact to resolve any delivery problems related to aircraft support. In addition:

5.5.4.1. The Inspection Section will:

5.5.4.1.1. Provide inspection coverage for the FSC when inspectors are not functionally assigned. In all cases, training and certification of FSC inspectors and periodic surveillance (minimum of monthly) of FSC inspection activities will remain the primary responsibility of

the Chief MS&D Inspector. The chief inspector will be responsible to ensure all inspection activities are using current products, are in compliance with publications and are kept informed of changes to the manual. Periodic surveillance visits do not need to be documented. However, all training and certification of personnel will be documented.

5.5.4.1.2. Semiannually, forward the functional check listing to MSL for update. Items included in the OFP program should be included in the functional check program.

5.5.4.2. The Pickup and Delivery Section or Vehicle Operations for bases that have reengineered workload to transportation will:

5.5.4.2.1. Only deliver supplies and equipment to maintenance organizations when the property is coming out of a warehouse other than the aircraft parts store or flight service center.

5.5.4.2.2. Assist in delivering large or bulky items when requested by the APS/FSC.

5.5.4.2.3. Deliver property from other than the aircraft parts store or flight service center within delivery priority time frames. (delivery sweep time frames will apply for bases that have reengineered pickup and delivery workload to vehicle operations.)

5.6. Other OG/LG Functions:

5.6.1. OG/LG Functions:

5.6.1.1. Several traditional Plans, Scheduling and Documentation (PS&D) responsibilities regarding TCTO/time change management and document reviews are decentralized to the FS/MF. However, Operations Support Squadron (OSS) PS&D must continue to closely monitor the decentralized activities and ensure procedural standardization.

5.6.1.2. Decentralization of AWP and the enhanced role of MF repair shop chiefs have necessitated a change in scope of the maintenance scheduling process. Shop chiefs are now active participants in all decisions affecting their shops and serve as primary asset managers for processing and returning repair cycle items to a serviceable condition.

5.6.1.3. The Maintenance Training Section (MAT) must work closely with the Base Supply Training Section and MSL to develop and apply initial and follow-on COSO training.

5.6.1.4. Replies to the FSSS internal assessment/review will be monitored by MSL. MSL will ensure corrective actions are adequate and monitor them until completion.

Chapter 6

TIME COMPLIANCE TECHNICAL ORDER (TCTO) AND TIME CHANGE MANAGEMENT

6.1. TCTO Management:

6.1.1. TCTO responsibilities are assigned by PACAFI 21-101. However, responsibility for managing and reporting commodity series TCTOs other than aircraft will remain totally with the MF PS&D Section. The Engine Management Section (EMS) maintains responsibility for managing and reporting engine and associated engine commodity series TCTOs. EMS keeps OSS PS&D informed of problems with parts, kits, and completion of TCTOs.

6.1.2. When the PS&D or EMS from QS receives a TCTO applicable to aircraft, a meeting will be held to plan and coordinate TCTO compliance. This meeting will be chaired by the MF PS&D Section or EMS TCTO manager and attended by representatives from QS, each MF scheduling section, the FSC, base supply Inspection Section and workcenters involved in the TCTO compliance. The total number of end units to be modified will be determined at this meeting. Note: The need for the FSC and Base supply Inspection Section to attend the TCTO meeting is determined locally.

6.1.3. Requirements for TCTO kits and/or parts required to assemble a kit are identified to the FSC TCTO monitor by the maintenance TCTO monitor. The maintenance TCTO monitor ensures that the FSC monitor receives a copy of the TCTO publication and any other information required to identify TCTO kit requirements.

6.1.3.1. TCTO Kit Requisitioning Procedures.

6.1.3.1.1. Upon receipt of the TCTO requirements from maintenance, the supply TCTO monitor requests the Research Element to load an item record for the TCTO. The Research Element notifies the FSC TCTO monitor when the item record is loaded. The FSC TCTO monitor then notifies the maintenance TCTO monitor.

6.1.3.1.2. If the TCTO kit applies to a major end item of equipment, aircraft or missile and is requisitioned from the depot, the maintenance TCTO monitor must complete certain actions. The monitor orders the TCTO kit requirement via CAMS screen #497, option 3 or screen #072. An issue request may be prepared for each kit or, if desired, the total TCTO kit requirement may be consolidated into one issue request. Demand code "I" is assigned to all requests for TCTO kits identified by "K" in the fifth position of the stock number. The issue request establishes a due-out and requisition for each TCTO kit. The TCTO due-out documents produced by the SBSS ADS are returned to the FSC TCTO monitor. The FSC TCTO monitor places a copy of the TCTO due-out document in the TCTO kit jacket file. Note: The COS has the option to authorize the FSC TCTO monitor to order TCTO kit requirements.

6.1.3.1.3. If the technical order stipulates that required parts and materials are automatically provided, the maintenance TCTO monitor processes a issue request (screen #072) with TEX "7" (do not requisition) for the requirements and then notifies the FSC TCTO monitor of action taken. The FSC TCTO monitor then notifies the supply Stock Control Section to suppress requisitioning using requisition exception code (REX) "4" procedures as outlined in AFMAN 23-110, Volume 2, Part 2, Chapter 9.

6.1.3.1.4. If parts or materials are locally obtained to complete a technical order requirement, an issue request is prepared for each item required by the FSC TCTO monitor. The technical order number (not the kit stock number) should be entered in the mark for field of the issue request.

6.1.3.1.5. If the technical order stipulates that demand or adjusted stock levels are reduced or eliminated, the FSC TCTO monitor will notify Stock Control of this requirement.

6.1.3.1.6. If the TCTO kit applies to a major end item of equipment, aircraft or missile, and is assembled from base stocks, the following action is taken:

6.1.3.1.6.1. An issue request (screen #072) for a kit requirement is prepared by the maintenance TCTO monitor using TEX "7" (do not requisition). The maintenance TCTO monitor notifies the FSC TCTO monitor when the requirement has been placed on order.

6.1.3.1.6.2. The FSC TCTO monitor prepares a special requisition input (SPR), reflecting an off-line routine requisition number, as outlined in AFMAN 23-110, Volume 2, Part 2, Chapter 9. The FSC TCTO monitor processes issue requests for each item requested, except for munitions. Munitions requirements are processed as outlined in AFMAN 23-110, Volume 2, Part 2, Chapter 33. The SPR input and issue request may also be processed by demand processing, as determined by local management.

6.1.3.1.7. If the TCTO kit applies to the modification of parts or components (base stocks, mobile spares, or installed items), issue requests (screen #072) are prepared based upon the information passed to maintenance by supply.

6.1.3.2. Receipt and Release of Kits.

6.1.3.2.1. TCTO kit due-outs are not automatically released by the SBSS; therefore, a notice to bin is always provided. All TCTO kits are forwarded to the FSC TCTO monitor. In addition to the notice to bin, the SBSS produces a TCTO kit asset availability notice (I029 management notice) on the applicable terminal. All copies of the I029 management notice are forwarded to the TCTO kit monitor. One copy of the I029 management notice is placed in the applicable TCTO kit jacket file replacing any previous notices. A due-out status notification (1SH) transaction (status code "5") is sent to CAMS to indicate asset availability.

6.1.3.2.2. As base assembled TCTO kits are completed, the FSC TCTO monitor prepares a receiving document as outlined in AFMAN 23-110, Volume 2, Part 2, Chapter 10. The SBSS sends CAMS a due-out status notification (1SH) transaction (status code 5) to indicate availability of the quantity received.

6.1.3.2.3. When TCTO kits are required, the maintenance activity verifies completeness of available kits with the FSC TCTO monitor. If complete kits are available, the maintenance TCTO monitor prepares and processes, via CAMS screen #485, a request to release the TCTO kit. When complete kits are not available, maintenance is advised of the current supply status of items still required. Incomplete kits may be released at the option of the OG/LG.

6.1.3.2.4. Upon receipt of the DOR output document, the FSC TCTO monitor verifies completeness of available kits, and if available, matches the kits to the DOR document.

6.1.4. MF or EMS schedulers will work directly with the FSC without MSL intervention (i.e., MF PS&D Section or EMS will maintain working files for their aircraft or engines and the FSC will requisition/store TCTO kits, etc.).

6.1.5. The OSS PS&D Section or EMS will maintain primary TCTO jacket files. The FSC will provide availability notices to the OSS PS&D Section or EMS which will prioritize issues to the MFs and/or the JEIM shop.

6.1.6. The MF scheduler will order and the FSC will store all kitted/non-kitted TCTO requirements (except inspection TCTOs). A non-kitted TCTO is considered approved by the MAJCOM when the following statement is included in paragraph 5 of the TCTO: "The following parts will not be furnished as a complete kit, complete kit concept waived by (name/rank/office symbol/DSN phone number of using command/LG individual authorizing waiver for complete kit concept), for initial installation and will be requisitioned IAW AFMAN 23-110." If this statement is not included in paragraph 5 of the TCTO, the FSC will send a message to the issuing item manager (info copy to HQ PACAF/LGM and HQ AFMC/MME) and request confirmation of waiver before requisitioning action. NOTE: HQ PACAF/LGM will review and approve requests for TCTOs that do not include all items.

6.1.7. Inspection TCTOs will be treated as normal replacement/wear out requirements, and the user is responsible for ordering, storing and turn-in of parts for such TCTOs. Engine TCTOs in this category will be stored in the Propulsion Flight parts holding bin (PHB) and be managed and controlled by the EMS.

6.1.8. The maintenance technician submits CAMS workorder notification printout to the FSC TCTO monitor as a receipt for a TCTO kit. The FSC TCTO monitor ensures requests for TCTO kits against a serial number previously issued are referred to the MF PS&D Section or EMS. The MF PS&D Section or EMS verifies the tail number or engine/module/part serial number prior to due-out release to the technician.

6.1.9. The maintenance technician will ensure reparable items and consumable item residue (full unit of issue) generated by TCTO compliance are turned in to the appropriate FB/FE/FK account. Less than full unit of issue residue may be retained in the shop for attrition.

6.1.10. TCTO reconciliation of assets and requirements will be accomplished monthly. A TCTO kit reconciliation listing will be produced and distributed by the FSC TCTO manager. The FSC TCTO manager will retain copy 1 and copy two will be given to the OSS PS&D Section or EMS. The Base Supply Inspection Section will also receive a copy.

6.1.10.1. The OG/LG PS&D Section will perform MSL TCTO reconciliation responsibilities as prescribed in PACAFI 21-101. They will update the reconciliation listing and return it to the FSC TCTO manager.

6.1.10.2. The Base Supply Inspection Section will use their copy of the listing to ensure TCTO kits required to modify base assets (including DIFM) are identified.

6.1.10.3. The FSC TCTO manager will take action to correct all deficiencies identified (i.e., mark-for changes, deletions, excess, etc.).

6.1.10.4. The reconciliation will be accomplished within five workdays after preparation of the listing.

6.1.10.5. The Deputy Operations Group Commander for Maintenance (DOGM) will be informed of all excess TCTO kits prior to disassembly or disposal.

6.1.10.6. The DOGM or the current operations officer need not sign the TCTO reconciliation listing. However, they will be provided the minutes/newsletter as identified in paragraph [6.1.12.](#) below.

6.1.11. At the option of the wing/base, TCTO reconciliation meetings may be held to reconcile TCTO requirements. If meetings are held, listings need not be returned to the FSC TCTO manager for update. The FSC TCTO manager will note updates during the meeting and take corrective action.

6.1.12. Regardless of whether there is a meeting or not, minutes or a TCTO update letter will be accomplished. The minutes or update letter will include a summary of updates/corrections and a summary of total TCTO requirements (number of end items modified/unmodified, total kits on hand and on order, etc.). The minutes or newsletter will be provided to all TCTO managers and senior maintenance and supply leaders.

6.1.13. Additional guidance is provided in AFMAN 23-110, Volume 2, Part 2, Chapter 24 and T.O. 00-5-55.

6.2. Time Change Item (TCI) Management.

6.2.1. The OSS PS&D section maintains overall responsibility for managing the time change item program. The EME maintains responsibility for managing the engine time change item program. All time change requirements will be forecasted IAW T.O. 00-20-9 and routed to the appropriate PS&D section. For squadron sized elements, as defined in PACAFI 21-101, the PS&D section is responsible for managing the time change item program unless the maintenance commander elects to assign schedulers to the OSS.

6.2.2. The delivery destination of the Propulsion Branch Flight Support Section (PBFSS) and shop code "TC" will be used. Engine time change items will be stored in the Propulsion Flight parts holding bins (PHB) until issued for installation.

6.2.3. Time change items are upgraded to MICAP when the item has not been received by the due date/time. Installed engine time change items are upgraded to MICAP (IM) through the FSC against the engine ID.

6.2.4. The EMS reviews the Document Validation Report (DVR) ensuring that discrepancies are resolved.

6.2.5. Cannibalization and administrative mark-for changes are accomplished in accordance with paragraphs [7.9.](#) and [7.11.](#)

Chapter 7

PROPULSION, AVIONICS AND AEROSPACE GROUND EQUIPMENT (AGE) FLIGHT SUPPORT SECTIONS

7.1. General. Units may implement COSO fully or partially within the other flights to best suit section needs. Specific implementation procedures will be outlined in the base supplement to this instruction. Under the COSO concept, the Flight Support Section (FSS) assumes additional supply responsibilities. Reference [Chapter 2](#) as a guide in determining specific responsibilities.

7.2. Responsibilities. The FSS will be manned with supply and maintenance personnel with shift manning structured to fit the needs of the section. As an integral part of the flight, the FSS will be managed through the squadron chain of command. In addition, supply personnel assigned to the FSS should be rotated back to the COS complex after 18 months. Responsibilities should include the following:

- 7.2.1. Monitor parts requests from maintenance technicians, excluding equipment and retail sales items, using the CAMS/SBSS interface.
- 7.2.2. Provide necessary research and verification to maintenance technicians.
- 7.2.3. Provide parts status to the appropriate scheduler for updating engines/AGE deferred discrepancies and TCTOs.
- 7.2.4. Manage and maintain the parts holding bins (PHB). Engine TCIs stored and awaiting scheduling are managed and controlled by the Engine Management Section (EMS).
- 7.2.5. Assist in the flight Composite Tool Kit (CTK) Program, support equipment (to include -21 equipment) and test measurement and diagnostic equipment (TMDE).
- 7.2.6. Receive and transport reparable to repair shops/FSC.
- 7.2.7. Input initial DIFM location and status changes immediately after movement of reparable (screen #497, option 18 or screen #480), and "Z" status.
- 7.2.8. Participate in engine/AGE documentation reviews. Validate parts requirements in CAMS and SBSS using inquiry screens by serial number (CAMS screen #514 non-MICAP and CAMS screen #416 for MICAP) and ensure cancellation of requirements no longer needed. Review status and request supply follow-up action if current status does not meet mission needs.
- 7.2.9. Assist in maintaining T.O. library, to include mobility T.O.s, IAW T.O.s 00-5-1 and 00-5-2. Units may elect to decentralize the T.O. library in another section.
- 7.2.10. Manage and maintain bench stocks IAW AFMAN 23-110, Volume 2, Part 2, Chapter 25; PACAFI 21-101, Chapter 3; and guidance contained in this instruction.
- 7.2.11. Store inspection time compliance technical order (TCTO) and time change items (TCI).
- 7.2.12. Maintain and manage applicable reports and listings.
- 7.2.13. Assist in cannibalization decisions by identifying potential candidates to the JEIM shop chief/AGE flight chief. Maintain a cannibalization log, and reconcile the log with the shop production or EMS daily.

- 7.2.14. Maintain security of remote devices and ensure only valid transactions are processed on the devices.
- 7.2.15. Appoint reject manager, delinquent document manager and PPCT member.
- 7.2.16. Forward a copy of all 290 and 469 reject/management notices to the Base Supply Inventory Section. As a COS option, a copy of 296 rejects may be forwarded to the Base Supply Records Maintenance Element.
- 7.2.17. Validate and obtain current status for MICAP requirements by using the MICAP Record Update and Retrieval System (1MM-option C) or MASS equivalent record.
- 7.2.18. Ensure mark-for and delivery destination data is correct on all due-outs.

7.3. Requirements Processing:

- 7.3.1. Input TRICs include the following:

- 7.3.1.1. Issues (ISU/MSI).
- 7.3.1.2. Part Number Record Load (1AA/2BS).
- 7.3.1.3. Inquiries (INQ).
- 7.3.1.4. DIFM Update (DFM).
- 7.3.1.5. MICAP Record Retrieval (1MM).
- 7.3.1.6. Due-in/Due-out Update (DIT).
- 7.3.1.7. Bench Stock Issue Requests (1BS)
- 7.3.1.8. Others as determined locally by the COS.

7.3.2. Base Supply Procedures Element provides each FSS with a block of serial numbers for processing purposes. These numbers are a J deck 8000 series used for Post-Post processing as well as advice and exception coded requisitions. The FSS restarts with the beginning serial number each calendar day.

7.3.3. The maintenance technician submits all requisitions through the CAMS/SBSS interface screen #497. All supply interface authorized terminals are identified to the Database Management Office for management notice linkage to the FSS CAMS terminal. The management notice returned from supply is printed by the maintenance technician and a copy is provided to the FSS as the controlling document and replaces the AF Form 2414 as the verification document for MICAP and other back ordered parts. In addition, the local supplement will provide operating procedures for reparable processing and flow of documentation.

7.3.4. Ensure bench stock is checked prior to input of issue request. The part number sequence S04 will be available for checking element bench stock.

7.3.5. If a parts request is made to the FSS for which there is no established item record, the FSS will contact the Base Supply Customer Service and provide NSN, part number, T.O. reference, and priority. The Research Element will then perform all mandatory actions as required by AFMAN 23-110, Volume 2, Part 2, Chapter 27. They will load the item record/part number detail record (1AA) immediately and notify the FSS. As a wing/base option, FSS may process new item record loads. Processing will then proceed in accordance with provisions outlined in this chapter. The FSS will process part

number detail record updates (1AA) when research reveals an incorrect part number or an NSN is loaded without a corresponding part number.

7.3.6. The FSS will retain copies 2, and 3 of DD Form 1348-1A, Issue Document, to facilitate processing of the reparable asset to the repair shop or FSC.

7.3.6.1. If the reparable asset and reusable container are available at the time of the issue request, FSS personnel will take the property, AFTO Form 350, reusable container, and copies 2, and 3 of the DD Form 1348-1A to the repair shop or FSC. MICAP items will be moved immediately and all others within 2 hours after receipt of the reparable item in the FSS. FSS personnel will give copies 2 and 3 of the DD Form 1348-1A to the repair shop or FSC along with the property. Copy 2 will be annotated by repair shop or FSC personnel with the appropriate DIFM location, "Z" status (if available), signed, dated, time and given to the FSS driver who will return it to the FSS. Upon return of copy 2 to the FSS, personnel will input DIFM location/status on the remote device. Copy 2 of the DD Form 1348-1A will then be filed (document number sequence) and maintained IAW AFM 37-139. Retaining copy 2 will delete the requirement for maintaining AF Form 2520 except for tracking items that require multiple shop processing.

7.3.6.2. If the reparable asset is not available at the time of issue, FSS personnel will hold copies 2, and 3 until the maintenance technician brings in the reparable asset and reusable container. The reparable asset and container should be received within two hours of issue. Once received, personnel will process the property and documentation IAW para 7.3.6.1. above.

7.3.6.3. The Propulsion FSS will ensure all serially controlled and time change item parts tracked on aircraft engines have an Automated Operating Time Report attached to the condition tag (IAW T.O. 00-20-3) prior to processing these parts to the FSC. In addition, Automated Ground Engine Test Systems (AGETS) Components Removal Reports will be attached to the condition tag.

7.3.7. If the part is not available for issue, an Other Asset Management Notice (I023) will be output. The remote operator will review the management notice for other possible assets.

7.3.8. If the part is not available, the technician enters the document number on the end item form and notifies the shop chief. The technician checks FEDLOG (if available), IS&G (CAMS/SBSS interface screen #770), and technical order for substitute part numbers/next higher assembly and then have the FSS check the master bench stock listing. These actions are annotated on the reverse side of the controlling document (CAMS/SBSS interface screen image). The FSS processes the requirement following these procedures.

7.3.8.1. During Post-Post the FSS will manually prepare a DD Form 1348-1A and annotate/stamp the name document "POST-POST DUE-OUT NOTICE FOR REPARABLE PROCESSING ONLY."

7.3.8.2. The FSS will retain the management notices containing the input image for future reparable processing and ensure CAMS update.

7.3.8.3. Units with MASS access will load the new MICAP requirement into the MASS with all pertinent verification data (See AFMAN 23-110, Volume 2, Part 2, Chapter 17, PACAF Supplement). Additionally, the requester will load the following statement in the MASS bullet "PACAF RSS PLEASE WORK...Date, Time, and Initials."

7.3.8.4. For delayed discrepancies, the FSS reprints the issue, screen #497, option 28 with document number input, TEX code "M" and the appropriate UJC.

7.3.8.5. For future action/flow for MICAP incidents, see [Chapter 5](#).

7.3.8.6. When parts due-out release (DOR) from off-base sources, Pickup and Delivery will deliver the part to the FSS. When DORs occur at the FSC as a result of a serviceable turn-in, the FSS will be contacted to pick up and sign for the property. MICAP DORs will be picked up immediately and all others within 2 hours. Regardless of parts source, the property, with attached DD Form 1348-1A, will be placed in the FSS PHB.

7.3.9. Post-Post processing will be as outlined in AFMAN 23-110, Volume 2, Part 2, Chapter 32 using J Deck 8000 series numbers.

7.3.9.1. FSS remote operators will be members of the PPCT under the direction of the PPCT chief during Post-Post processing.

7.3.9.2. The APS will be the central point for after hours Post-Post processing. Personnel from the FSS will process their transactions to completion.

7.3.10. Requests for initial issue will be submitted by the requesting organization commander or superintendent and submitted to the COS or his/her designated representative. For an urgent situation, verbal approval is authorized, but the paperwork must be submitted NLT 24 hours following approval. Once approved, the FSS will process the issue request with the appropriate demand code specified in AFMAN 23-110, Volume 2, Part 2, Chapter 11. Requests that require other than demand code R, will have to be ordered through the SBSS page.

7.4. FSS Security. Access to the FSS will be restricted to FSS assigned/FSS escorted personnel. Procedures for physical security and the use of supply remote devices are contained in AFMAN 23-110, Volume 2, Part 2, Chapter 2; and [Chapter 1](#) of this instruction.

7.5. Supply Remote User Responsibilities. The FSS is responsible to the COS for proper supply remote operation. Rejects caused by the FSS will be cleared using the D818 or reject notice. If rejects cannot be cleared by transaction, request assistance from the Base Supply Reject Manager. Since the FSS will be producing accountable source documents over its remote, the FSS is also responsible to the COS for documents generated in the section. Consequently, the FSS will be provided a complete copy of the Delinquent Document Listing (to include the Delinquent Source Document (DSD) portion).

7.6. Direct Not Repairable This Station (NRTS). The FSS will take repair cycle items identified as direct NRTS to the FSC. Direct NRTS items will be identified and the QO4 updated at least semiannually by MSL and the repair shops.

7.7. Parts Holding Bin (PHB) Management. Each FSS will establish a system for positive control of PHB assets. Property placed in PHB will be identified by appropriately attached documentation (i.e., DD Form 1348-1A/AFTO Form 350 (Part One)). In addition, a method for recording these assets will be established and this control record should contain the following: date item received, applicable end item, part and serial number, and other pertinent data as desired. When property is removed from the PHB, record the end item, part serial number, date, time, and signature of individual picking up the property. If the end item serial number differs from the end item serial number that the property was turned in against, the FSS will check the cannibalization log to ensure the cannibalization processed correctly.

7.8. Repairable Status. COSO uses standard DIFM status codes except AWM and INW for items in the repair shop. For items in the repair shop and not AWP, the shop will provide instead a three position status code that indicates the ETIC. This status code will reflect first position "Z" followed by last two positions of Julian date (e.g., Z84 = 25 May) that the shop expects to return that item serviceable.

7.9. Cannibalization. If the flight/shop chief decides to cannibalize, he/she notifies the FSS. Cannibalizations of serially controlled and TCI engine parts are coordinated with the EMS. The FSS with MASS access will record cannibalization in a local cannibalization log. The FSS also updates supply computer records (MASS/SBSS) using NOR Format H or J. For engine-to-engine cannibalization the FSS sends the removal copy (T) of the CAMS workorder notification to the technician performing the cannibalization action and retains the installation copy (U) of the CAMS workorder notification in suspense until the replacement parts are received. For engine-to-aircraft cannibalizations, the receiving FSSS is responsible for generating the cannibalization workorder (screen #053, option 8) and provides the workorder notifications and I004 management notice printout to the FSS. When the replacement part is received in the FSS, the FSS forwards the U copy workorder notification to the scheduler. FSS personnel will reconcile the cannibalization log daily with the shop production manager and EMS and comply with the additional guidance contained in T.O. 00-20-2.

7.10. Reusable Containers. Reusable container storage is the responsibility of the applicable repair shop. Repairable items are to be routed through the repair cycle with reusable container. When a serviceable item releases (DOR) with a reusable container and the repairable is already in the repair cycle, the FSS will deliver the container to the applicable repair shop. If the unserviceable item has been shipped off-base, the reusable container will be delivered to the local reusable container storage area.

7.11. Administrative Mark-For Changes. When the flight/shop chief decides to use a DOR asset for another end item, the FSS will do a transfer through CAMS and then process a NOR Format E or J using SBSS/MASS. Administrative mark-for changes on engine TCI will be coordinated with the EMS.

7.12. Production Scheduling. See PACAFI 21-101 for Propulsion Flight scheduling procedures and AGE scheduling.

7.13. Document Validation Procedures. The FSS reviews the Document Validation Report (DVR) monthly, ensuring that all supported workcenters discrepancies are resolved.

PATRICK F. DOUMIT, Colonel, USAF
Assistant Director of Logistics

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****Abbreviations and Acronyms***

AGE—Aerospace Ground Equipment

APS—Aircraft Parts Store

AWP—Awaiting Parts

CAMS—Core Automated Maintenance System

COS—Chief of Supply

COSO—Combat Oriented Supply Organization

CPS—Contingency Processing System

CSA—Combat Supply Activity

CTK—Composite Tool Kit

DIFM—Due-In from Maintenance

DOGM—Deputy Operations Group Commander for Maintenance

DPE—Demand Processing Element

DRMO—Defense Reutilization and Marketing Office

DVR—Document Validation Report

EMS—Engine Management Section

MS—Maintenance Squadron

ETIC—Estimated Time in Commission

FS—Flying Squadron

FOM—Facilitate Other Maintenance

FSC—Flight Service Center

FSS—Flight Support Section

FSSS—Flying Squadron Support Section

IRSP—In-Place Readiness Spares Package

I&SG—Interchangeable and Substitute Group

ISS—Inspection Support Section

IREP—Intermediate Repair Enhancement Program

JCN—Job Control Number

JEIM—Jet Engine Intermediate Maintenance

LG—Deputy Commander for Logistics

LRU—Line Replacement Unit
MAT—Maintenance Training Section
MICAP—Mission Capability
MF—Maintenance Flight
MOC—Maintenance Operations Center
MRSP—Mobility Readiness Spares Package
MS—Maintenance Squadron
MSD—Material Support Division
MSK—Mission Support Kit
MSL—Maintenance Supply Liaison
NRTS—Not Repairable This Station
NSN—National Stock Number
OF—Operations Flight
OFP—Operational Flight Program
OG—Deputy Commander of Operations
OPR—Office of Primary Responsibility
PHB—Parts Holding Bin
POS—Peacetime Operating Stock
PPCT—Post-Post Control Team
PS&D—Plans, Scheduling and Documentation
QS—Quality Support
QRL—Quick Reference Listing
RCM—Repair Cycle Monitor
RCSE—Repair Cycle Support Element
RSP—Readiness Spares Package
SBSS—Standard Base Supply System
SCP—Support Center Pacific
SPRAM—Special Purpose Recoverables Authorized Maintenance
SRD—System Reporting Designator
SRU—Shop Replacement Unit
TCI—Time Change Item
TCTO—Time Compliance Technical Order

TEX—Transaction Exception

TMDE—Test, Measurement & Diagnostic Equipment

TNB—Tail Number Bin

TO—Technical Order

TRIC—Transaction Identification Code

TRU—Test Station Replacement Unit

UJC—Urgency Justification Code

USA—Unit Self Assessment

WCDO—War Consumables Distribution Objective

WRM—War Reserve Material

WUC—Work Unit Code

2LM—Two Level Maintenance

Attachment 2**INTERIM CHANGE 2000-01 TO PACAFI 23-203,
COMBAT ORIENTED SUPPLY ORGANIZATION (COSO) PROCEDURES**

IC 2000-01 to PACAFI 23-203, COMBAT ORIENTED SUPPLY ORGANIZATION (COSO) PROCEDURES

30 MARCH 2000

SUMMARY OF REVISIONS

THIS CHANGE INCORPORATES IC 00-01 WHICH DEFINES THE SERIES OF POST-POST SERIAL NUMBERS FOR FLYING SQUADRON SUPPORT SECTION TO USE. ADDITIONALLY, IC 00-01 PROVIDES CLARIFICATION ON DELIVERY FUNCTIONS WHEN A BASE IMPLEMENTS THE SUPPLY/TRANSPORTATION REENGINEERING EFFORT. AN ASTERISK INDICATES REVISIONS FROM THE PREVIOUS PUBLICATION.

A. CHANGE PARAGRAPH **2.2.2.**: BASE SUPPLY PROCEDURES ELEMENT WILL PROVIDE EACH FSSS A BLOCK OF 8000 SERIES (FOR SUPPLY TERMINAL) (CAMS IS COMPUTER ASSIGNED) SERIAL NUMBERS FOR POST-POST PROCESSING PURPOSES. THE FSSS RESTART WITH THE BEGINNING SERIAL NUMBER EACH CALENDAR DAY.

B. CHANGE PARAGRAPH **5.5.4.2.1.**: “ONLY DELIVER SUPPLIES AND EQUIPMENT TO MAINTENANCE ORGANIZATIONS WHEN THE PROPERTY IS COMING OUT OF A WAREHOUSE OTHER THAN THE AIRCRAFT PARTS STORE OR FLIGHT SERVICE CENTER.”

C. CHANGE PARAGRAPH **5.5.4.2.3.**: “DELIVER PROPERTY FROM OTHER THAN THE AIRCRAFT PARTS STORE OR FLIGHT SERVICE CENTER WITHIN DELIVERY PRIORITY TIME FRAMES. (DELIVERY SWEEP TIME FRAMES WILL APPLY FOR BASES THAT HAVE REENGINEERED PICKUP AND DELIVERY WORKLOAD TO VEHICLE OPERATIONS.)”

Attachment 3**INTERIM CHANGE 2000-02 TO PACAFI 23-203,
COMBAT ORIENTED SUPPLY ORGANIZATION (COSO) PROCEDURES**

IC 2000-02 to PACAFI 23-203, COMBAT ORIENTED SUPPLY ORGANIZATION (COSO) PROCEDURES

26 JUNE 2000

SUMMARY OF REVISIONS

THIS CHANGE INCORPORATES IC 00-02 WHICH ELIMINATES REDUNDANCY OF PLANNING, SCHEDULING AND DOCUMENTATION ELEMENT PROCESSES LOCATED IN OTHER MAINTENANCE DIRECTIVES. ADDITIONALLY, THIS INTERIM CHANGE DELETES PARAGRAPHS 6.2.2., 6.2.3., 6.2.4. AND THE FIRST SENTENCE OF PARAGRAPH 6.2.5. FROM CURRENT INSTRUCTION. REFERENCES FOR THESE PARAGRAPHS ARE LOCATED IN OTHER APPLICABLE MAINTENANCE GOVERNING DIRECTIVES.

A. CHANGE PARAGRAPH 6.2.1. TO READ: "THE OSS PS&D SECTION MAINTAINS OVERALL RESPONSIBILITY FOR MANAGING THE TIME CHANGE ITEM PROGRAM. THE EME MAINTAINS RESPONSIBILITY FOR MANAGING THE ENGINE TIME CHANGE ITEM PROGRAM. ALL TIME CHANGE REQUIREMENTS WILL BE FORECASTED IAW T.O. 00-20-9 AND ROUTED TO THE APPROPRIATE PS&D SECTION. FOR SQUADRON SIZED ELEMENTS, AS DEFINED IN PACAFI 21-101, THE PS&D SECTION IS RESPONSIBLE FOR MANAGING THE TIME CHANGE ITEM PROGRAM UNLESS THE MAINTENANCE COMMANDER ELECTS TO ASSIGN SCHEDULERS TO THE OSS."

B. DELETE PARAGRAPH 6.2.2.

C. DELETE PARAGRAPH 6.2.3.

D. DELETE PARAGRAPH 6.2.4.

E. DELETE FIRST SENTENCE OF PARAGRAPH 6.2.5.: "ALL ENGINE TIME CHANGE ITEMS WILL BE PROCESSED BY EMS NLT THE VARIABLE DAYS LISTED IN AFMAN 23-110, VOL 2, PART 2, CHAP 24."

Attachment 4**IC 2001-1 TO PACAFI 23-203, COMBAT ORIENTED SUPPLY ORGANIZATION (COSO) PROCEDURES**

IC 2001-1 to PACAFI 23-203, Combat Oriented Supply Organization (COSO) Procedures

30 OCTOBER 2001

SUMMARY OF REVISIONS

THIS CHANGE INCORPORATES IC 01-01 WHICH UPDATES PROCEDURES TO THE AIRCRAFT DEFERRED DISCREPANCY PROGRAM.

5.5.1. Aircraft Deferred Discrepancy Program. The PACAF RSS/CC will develop a program to review ALL AIRCRAFT DEFERRED DISCREPANCIES (UJC BQ) AT LEAST MONTHLY. THE PURPOSE OF THIS PROGRAM IS TO FOCUS MANAGEMENT ATTENTION ON REDUCING THE NUMBER OF DEFERRED DISCREPANCIES PER AIRCRAFT AND POSSIBLE FUTURE MICAP INCIDENTS. AN AGGRESSIVE PROGRAM WILL BE DEVELOPED TO ENSURE FOLLOW-UPS ARE ACCOMPLISHED TO INCLUDE SUBMITTING AFCS, SUPPLY ASSISTANCE REQUESTS WHEN REQUESTED BY THE CUSTOMER AND A MISSION IMPACT IS RECEIVED, AND PERFORMING LATERAL SUPPORT IN SOME CASES. EACH COSO/MSL HAS VISIBILITY OF THEIR BQ REQUIREMENTS VIA THE D18/NGV820, PRIORITY MONITOR REPORT, WHICH IS PROCESSED AND DISTRIBUTED ONCE A WEEK. COSO/MSL PERSONNEL SHOULD PERIODICALLY REVIEW THEIR BQ REQUIREMENTS FOR VALIDITY AND CONTACT THE PACAF RSS BQ PROGRAM MANAGER IF THEY HAVE PROBLEM ITEMS THAT NEED INCREASED ATTENTION. THE PACAF RSS/CC HAS THE OPTION TO HAVE THIS PROGRAM MANAGED BY THE STOCK CONTROL SECTION.